

VISION, GOALS, OBJECTIVES, & PERFORMANCE MEASURES

Vision

Louisianans enjoy the quality of life offered by both the urban and rural areas of the state. Louisiana will nurture and support a continuation of small and medium-sized towns and cities with open space between them. There will be a prosperous economy due in large part to an integrated, connected, safe and secure, well-maintained, balanced transportation system that moves people and freight effectively from, within, and between Louisiana's urban and rural areas via land, water, and air.

Louisiana recognizes that while a majority of the State's residents prefer to live and work in small and medium-sized communities, some of the State's citizens also desire to live and work in more dense or compact urban environments. Both futures require more local decision-making and responsibility regarding transportation investments and local land use planning, along with an increased emphasis on quality of life and passenger travel choices, in partnership with DOTD.

Louisiana will continue to support its extractive and other key industries (agribusiness, mining, heavy manufacturing, transshipment and other port related activities, etc.) as the major economic drivers in the State. However, the potential for increased economic activity associated with arts and entertainment, retirement, tourism, and research and technology in select areas also will be reflected in freight and passenger transportation services and infrastructure investments.

Goal Area #1: Infrastructure Preservation and Maintenance – Preserve Louisiana’s multimodal infrastructure in a state of good repair through timely maintenance of existing infrastructure

Context: The focus of this goal area is on preserving existing infrastructure through asset management practices that achieve the greatest benefit at the least cost, as opposed to a simple “worst first” prioritization approach.

Objectives:

- Keep Louisiana’s highway pavement, bridges, and highway-related assets in good condition
- Assist modal partners in achieving state-of-good repair for aviation, port, rail, transit, and navigable waterway infrastructure

Performance Measures:

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
Direct Measures			
Percent of State Highway System meeting pavement condition targets, by system tier (Interstate, NHS, SHS, RHS)	<ul style="list-style-type: none"> • Baseline conditions are established for each tier using DOTD’s PMS • No additional development needed at this time • May require adjustment once Federal rules are promulgated 	Yes	<ul style="list-style-type: none"> • Use measure to report on pavement condition • Could use to inform budgeting and target setting
Percent of structurally deficient bridges by deck area for each tier	<ul style="list-style-type: none"> • Baseline needs are established and accruing needs have been determined for 2032 and 2042 (using PONTIS) • May require adjustment once Federal performance measurements rules are promulgated 	Yes	<ul style="list-style-type: none"> • Use measure to report on bridge condition • Could use to inform budgeting and target setting
Indirect Measures			
Percent of public-owned airports meeting the State’s standard	<ul style="list-style-type: none"> • Baseline conditions are established for runway pavement through aviation PCI study (although data is a little dated). • Metric can only be applied on a sporadic basis unless PCU study is conducted on a more regular basis 	No	<ul style="list-style-type: none"> • Measure can be used for occasional reporting • Could be used to inform State funding initiatives
Percent of transit fleets meeting applicable condition standards	<ul style="list-style-type: none"> • Standards and data collection would need to be established 	No	<ul style="list-style-type: none"> • Could be used for future reporting • Could be used to inform State funding initiatives

Goal Area #2: Safety – Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness

Context: The focus of this goal area is on maintaining and improving transportation safety through a range of approaches, many of which include working with public safety partners.

Objectives:

- Reduce number and rate of highway-related crashes, fatalities and serious injuries
- Reduce number of pedestrian and bicycle crashes
- Assist modal partners in achieving safe and secure aviation, port, rail, transit, and waterway performance

Performance Measures:

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
Direct Measures			
Highway fatalities and serious injuries (number and rate)	<ul style="list-style-type: none"> • Baseline performance is established; data is collected and reported annually • May require adjustment once Federal performance measurements rules are promulgated 	Yes	<ul style="list-style-type: none"> • Use measures to report on safety performance
Crashes involving trucks (number and rate)	<ul style="list-style-type: none"> • Will require additional analysis to develop data, but should be available from existing sources 	?	<ul style="list-style-type: none"> • Could be reported annually
Number of crashes involving transit vehicles	<ul style="list-style-type: none"> • Need to obtain data from FTA or (if not available/timely) establish collection methodology 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle if data source is identified
Number of crashes at rail crossings	<ul style="list-style-type: none"> • Need to obtain data from FRA Office of Safety Analysis to establish collection methodology 	?	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle if data source is identified
Number of crashes involving pedestrians and bicyclists	<ul style="list-style-type: none"> • Will require additional analysis to develop data, but should be available from existing sources 	No	<ul style="list-style-type: none"> • Could be reported annually
Indirect Measures			
Number of collisions on waterways (12-year rolling average)	<ul style="list-style-type: none"> • Baseline measure is established; annual data collected by and available from the US Coast Guard 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle
Percent of public airports meeting or exceeding federal/state safety standards	<ul style="list-style-type: none"> • Baseline is 100% since airports must meet standards to remain open 	No	<ul style="list-style-type: none"> • Recommend dropping measure

Goal Area #3: Economic Competitiveness – Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism

Context: The focus of this goal area is on making transportation investments to support and enhance Louisiana's economy.

Objectives:

- Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Louisiana
- Improve access to intermodal facilities and the efficiency of intermodal transfers
- Provide predictable, reliable travel times throughout Louisiana
- Ensure small urban areas (5000+ population) are well connected with one another and with large urban employment centers

Performance Measures:

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
Direct Measures			
Percent of principal arterial highways with acceptable V/C ratios	<ul style="list-style-type: none"> • Data exists (HPMS), but measure will require development to establish acceptable V/C ratios by tier 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle
Annual hours of delay from incidents on freeways	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	?	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Number of freight bottlenecks addressed	<ul style="list-style-type: none"> • Need to develop list of bottlenecks and determine details of measure (e.g., raw # vs. cost-based measure) 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle • Could be used to inform State funding initiatives
Place holder for any MAP-21 freight efficiency measurement requirements developed by FHWA	<ul style="list-style-type: none"> • FHWA has committed to providing data for reliability measures • Will require development once Federal performance measurements rules are promulgated 	Yes	<ul style="list-style-type: none"> • Report annual to FHWA as required • Could also serve as a DOTD annual reporting measure
Percent of highways connecting urban areas that meet minimum state standards	<ul style="list-style-type: none"> • Need to establish standards and define applicable urban areas • Develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or on some other cycle once measure is developed
Annual tonnage and value of freight moved at Louisiana ports	<ul style="list-style-type: none"> • Baseline values established • Annual data (albeit dated) available from USACE 	No	<ul style="list-style-type: none"> • Use as a data/information point for Long Range Plan
Percent of shortline freight rail system capable of supporting 286K lb cars.	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Indirect Measure			
Percent of navigable waterway miles	<ul style="list-style-type: none"> • Current baseline is established • Can use annual Corp of Engineer data to 	No	<ul style="list-style-type: none"> • Consider reporting out on annual or some other

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
maintained to federally authorized dimensions	measure <ul style="list-style-type: none"> Do cost-benefit analysis to determine which channels to deepen 		regular basis

Goal Area #4: Community Development and Enhancement – Provide support for community transportation planning, infrastructure and services

Context: The focus of this goal area is on coordination and collaboration with local and regional transportation partners.

Objectives:

- Cooperate with and support MPOs, State planning and development districts, and local governments with the establishment and refinement of land use, transportation, and community development plans
- Increase options available to local governments to seek sustainable revenue for local transportation needs
- Reduce barriers to state and local collaboration
- Enhance access to jobs for both urban and rural populations
- Improve modal options associated with supporting the economy and quality of life, regardless of age, disability, or income
- Identify methods to preserve the integrity and character of “town centers” and preserve open space, or the appearance of open space, between them

Performance Measures:

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
Direct Measures			
Percent of parishes and municipalities with local comprehensive plans	<ul style="list-style-type: none"> Need to develop approach for collecting 	No	Could be reported annually or other cycle
Number of parishes with elderly and handicapped transit service	<ul style="list-style-type: none"> Need to develop approach for collecting 	No	Could be reported annually or other cycle
Number of parishes with general transit service	<ul style="list-style-type: none"> Need to develop approach for collecting 	No	Could be reported annually or other cycle

Goal Area #5: Environmental Stewardship – Ensure transportation policies and investments are sensitive to Louisiana’s environment, history, and culture

Context: The focus of this goal area is on delivering transportation projects and program in a way that minimizes or mitigates their negative impacts.

Objectives:

- Minimize the environmental impacts of building, maintaining, and operating Louisiana’s transportation system
- Comply with all federal and state environmental regulations

Performance Measures:

Measure	Measurement Status/ Development Need	FHWA Req.	Anticipated Application
Direct Measures			
Number of parishes that have met NAAQS mobile source emissions standards	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Acres of wetlands impacted by DOTD or DOTD-funded projects	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Percent of DOTD fleet converted to alternative fuels	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Number of state historic sites impacted by DOTD or DOTD-funded projects	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Number of state cultural resource sites impacted by DOTD or DOTD-funded projects	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle
Place holder for any MAP-21 air quality measurement requirements developed by FHWA	<ul style="list-style-type: none"> • Measure yet to be defined; will likely focus on impacts of CMAQ funding • Will require development once Federal performance measurements rules are promulgated 	Yes	<ul style="list-style-type: none"> • Report annual to FHWA as required
Indirect Measures			
Percent of public fleets converted to alternative fuels	<ul style="list-style-type: none"> • Need to develop approach for collecting and analyzing data 	No	<ul style="list-style-type: none"> • Could be reported annually or other cycle